TRANSPORTATION

Existing Conditions: Streets and Freeways

1. The community is linked by two major streets to Interstate 8.

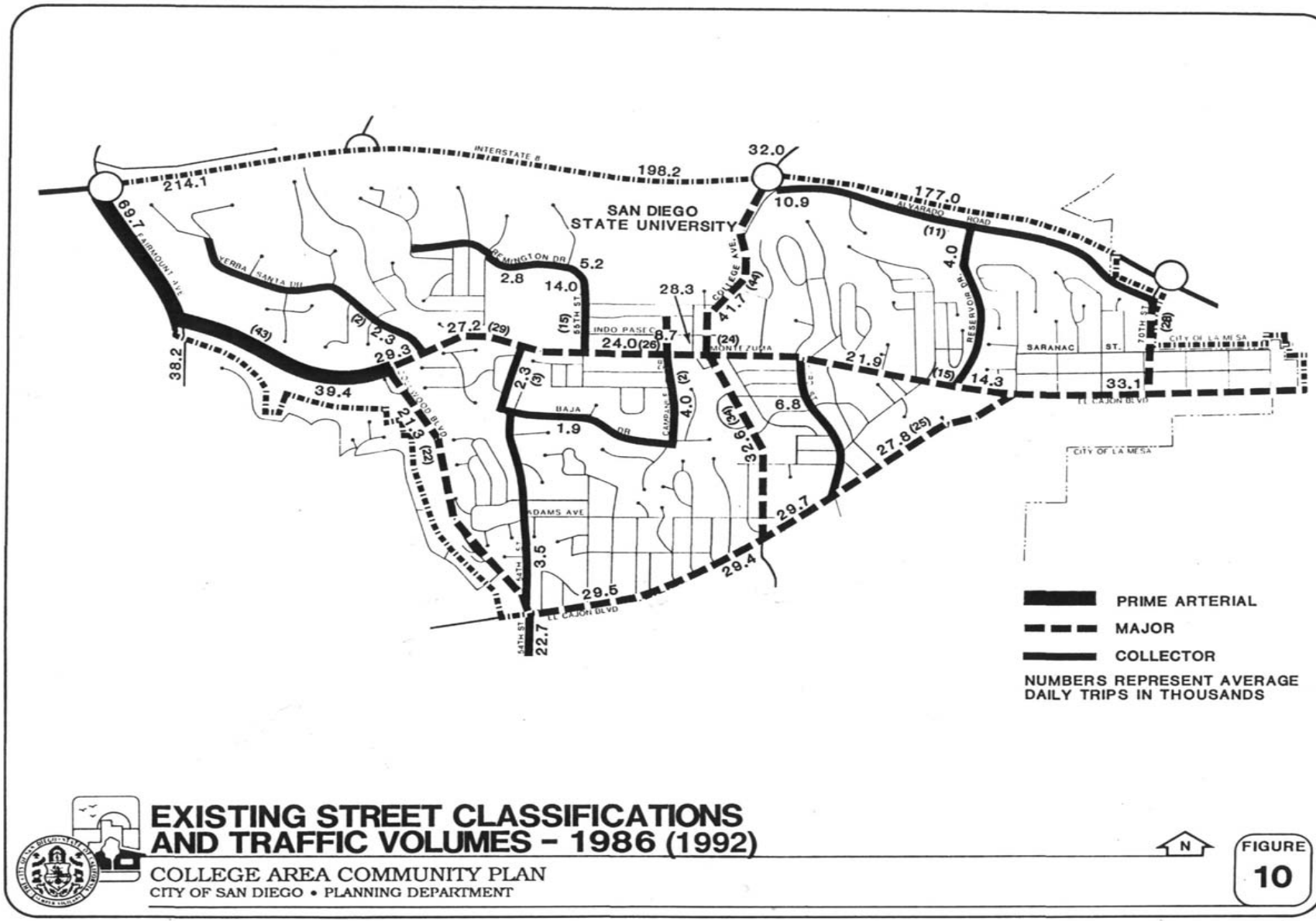
2. The southern boundary of the community, El Cajon Boulevard, links the community to the Mid-City and Greater North Park communities and the City of La Mesa.

3. Congestion occurs on certain streets in the vicinity of the university.

4. There is a shortage of parking in areas surrounding the university and in several areas of the commercial strip along El Cajon Boulevard.

The College Area community street system (see Figure 9) effectively links the community to other communities and to the regional transportation system. At the same time, the system separates traffic on these citywide links from traffic on the streets serving individual neighborhoods. Traffic on the citywide links is often heavy and is extensively used by people living in other communities who go to school or work at the university, or who use El Cajon Boulevard and College Avenue as links between Interstate 8 and State Route 94. The separation of these links from local neighborhood streets helps maintain the identity and stability of neighborhoods. The curvilinear and cul-de-sac local streets, which are a result of canyon-sensitive subdivision design, have also contributed to the isolation and identity of individual neighborhoods within the community.

Many of the citywide links in the community and some of the local streets experience some congestion at intervals throughout the day. This congestion is due to morning and evening commuter traffic, university traffic, and traffic bound for the commercial activity along El Cajon Boulevard. While a certain amount of congestion on such streets is inevitable, the community would like to see that congestion be kept to a minimum. The community is concerned that as growth continues in the community and in neighboring communities, existing traffic volumes (see Figures 10 and 11) will increase and bring increased congestion problems. The City of San Diego Engineering and Development Department does project traffic increases in the community as shown on Figure 11 and this plan makes recommendations to meet those increases. Projected traffic volumes are based on the completion of 40th Street as Interstate 15.



EXISTING STREET CLASSIFICATIONS AND TRAFFIC VOLUMES – 1986 (1992)

COLLEGE AREA COMMUNITY PLAN
CITY OF SAN DIEGO • PLANNING DEPARTMENT

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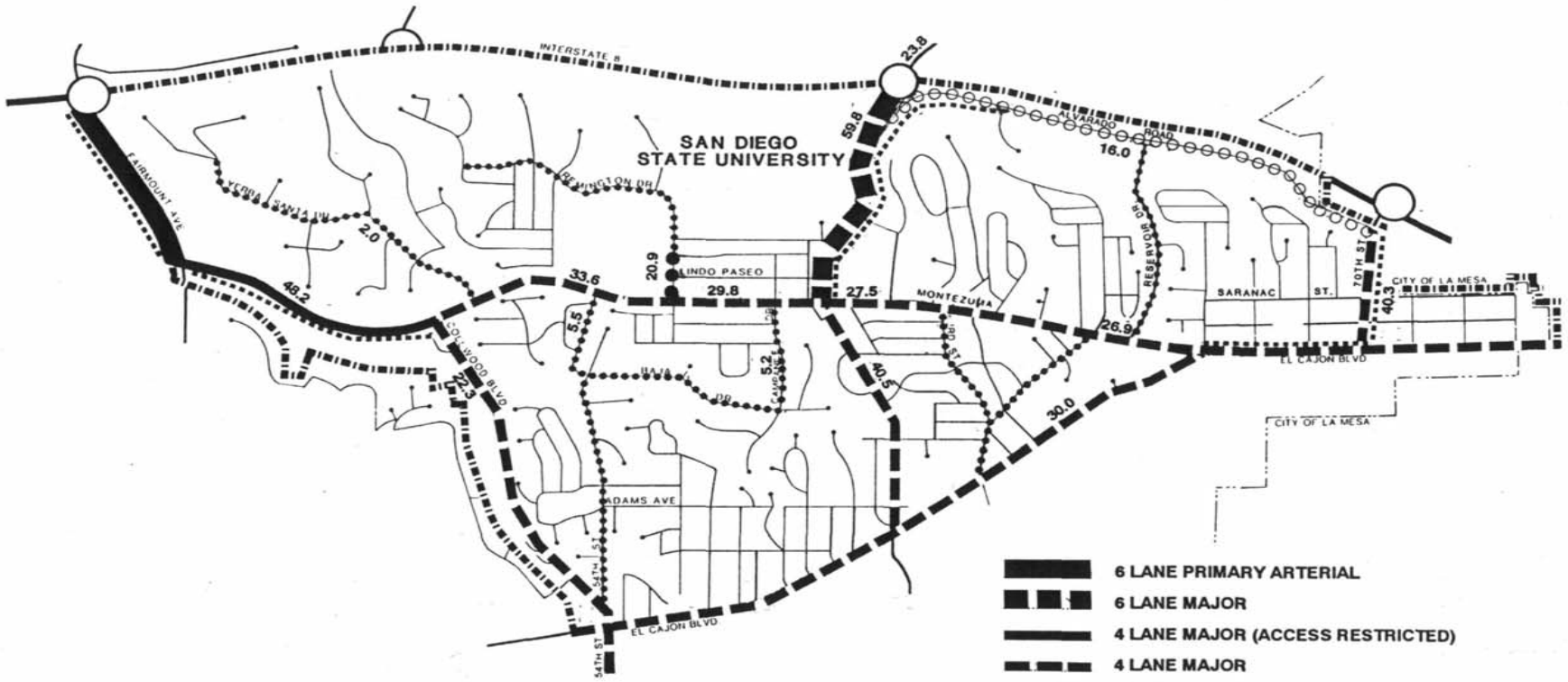
FIGURE 10



FUTURE STREET CLASSIFICATIONS & TRAFFIC VOLUMES

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FIGURE 11

COLLEGE AREA COMMUNITY PLAN

CITY OF SAN DIEGO • PLANNING DEPARTMENT

The recommendations of this plan which address congestion and circulation problems take into account the limited flexibility for street widenings or construction of new streets in already developed communities. City resources are also limited and must be allocated across the City as a whole. As a consequence, these recommendations may not eliminate congestion totally, but are aimed at reducing congestion, or, at least, preventing it from increasing.

Similarly, the presence of an already developed freeway access system makes construction of any new access ramps in the community difficult. The federal highway administration guidelines discourage spacing of ramps on the Interstate System any closer than one mile apart. The Waring Road ramp is approximately one mile from the College Avenue ramp which is, in turn, approximately one mile from the 70th Street ramp. Placement of ramps to the university parking lot adjacent to Interstate 8 or to the Alvarado Medical Center would be closer to existing ramps than the recommended one-mile spacing.

Recommendations: Streets and Freeways

1. Improve Fairmount Avenue between Montezuma Road and Interstate 8 to full six-lane primary arterial standards to accommodate high future volumes.

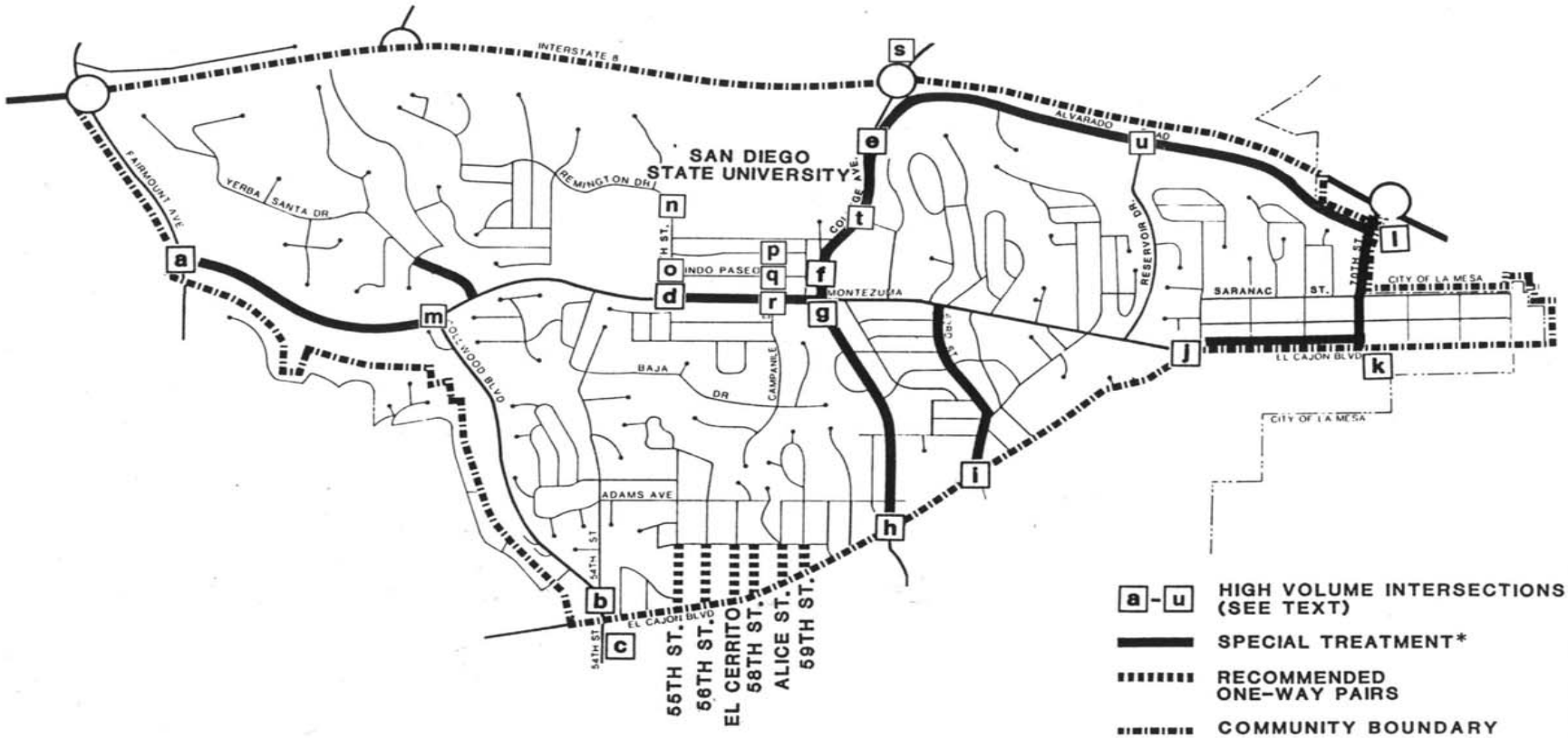
2. Reconstruct the Fairmount Avenue/Montezuma Road interchange, including widening the bridge structure to provide two eastbound lanes and one westbound lane plus bike lanes and sidewalk. The westbound-to-northbound ramp may need to be widened to two lanes plus bike lane. This reconstruction project should improve bicycle access through this intersection by a redesign of the interchanges for the provision of separate facilities for bicycles and pedestrians.

3. No new median breaks or access should be granted on Montezuma Road between Fairmount Avenue and Collwood Boulevard.

4. College Avenue between Montezuma Road and Interstate 8 should be widened to six lanes with parking prohibited. The bridge across Interstate 8 should be widened to five lanes (three northbound and two southbound). Alvarado Road will subsequently need to be realigned east of College Avenue. These projects will require additional right-of-way and should occur only under the following conditions:

    a. These projects should occur only as part of a comprehensive redevelopment project involving both the university and private property owners. The San Diego State University Foundation proposed Master Project Plan and implementation program has analyzed these projects and included them as part of its redevelopment project required to mitigate traffic impacts.

b.



RECOMMENDED TRAFFIC IMPROVEMENTS

COLLEGE AREA COMMUNITY PLAN

CITY OF SAN DIEGO • PLANNING DEPARTMENT

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FIGURE 12

c. Pedestrian facilities which are safe, convenient and well-landscaped and which link the university, the commercial development along College Avenue, the parking facilities east and west of College Avenue, the housing along Alvarado Road, and the Alvarado Medical Centre must be provided as part of these projects. The existing pedestrian bridges across College Avenue must be maintained or replaced.

c. Landscaping, which includes pine and eucalyptus trees of similar species to existing trees, should be provided along College Avenue, both in the public right-of-way and on adjacent property. Landscaping in the public right-of-way should be placed between pedestrian areas and the street. College Avenue is one of the main entry points into the community and the university and should be visually identifiable as such. Distinctive and highly visible landscaping should be used to achieve this identity.

5. El Cajon Boulevard should be improved, as listed below. All improvements must conform to recommendations of the Commercial and Urban Design Elements.

   a. 54th Street to 58th Street - As redevelopment occurs, acquire additional right-of-way and widen to modified four-lane major street standards.

   b. Montezuma Road to 70th Street - Modify raised median to create left-turn pockets at intervening intersections. In order to accommodate high volumes without widening this street section, no new traffic signals should be installed except at Catoctin Drive and Montezuma Road, and increased traffic conflicts may require closing the median at some intervening intersections.

   c. Upgrade and interconnect all traffic signals on El Cajon Boulevard.

6. Seventieth Street from Interstate 8 to Amherst Street (one block south of El Cajon Boulevard in the Mid-City community) should be the subject of special treatment such as lane restriping, turn lanes, parking and access restrictions. Lane improvements at the Saranac Street and the Mohawk Street intersections should also be included. The bridge across Intestate 8 should be widened to six lanes.

7. Street and/or signal improvements may be needed in the future at the following intersections, the first 12 of which have been identified by the College Area Community Council as intersections with congestion and high volumes of traffic (a - 1 below), with the remaining intersections identified during the College Community Redevelopment Project traffic study (m - u below; see Figure 12):

   a. Montezuma Road and Fairmount Avenue

   b. 54th Street and Collwood Boulevard

   c. 54th Street and El Cajon Boulevard

   d. 55th Street and Montezuma Road

e. Alvarado Road and College Avenue

f. College Avenue and Lindo Paseo

g. College Avenue and Montezuma Road

h. College Avenue and El Cajon Boulevard

i. 63rd Street and El Cajon Boulevard

j. Montezuma Road and El Cajon Boulevard

k. 70th Street and El Cajon Boulevard

l. 70th Street and Alvarado Road

m. Montezuma Road and Collwood Boulevard

n. 55th Street and Remington Road

o. 55th Street and Lindo Paseo

p. Campanile Drive and Hardy Avenue

q. Campanile Drive and Lindo Paseo

r. Campanile Drive and Montezuma Road

s. College Avenue and Interstate 8 Eastbound Off Ramp

t. College Avenue and San Diego State University parking access

u. Reservoir Drive and Alvarado Road

(Improvements at intersections o, p, and q above are indicated only if the current road configuration remains. If alternative alignments occur with redevelopment, new traffic studies are required to identify necessary improvements.)

8. Special treatment such as parking restrictions or lane restriping may be needed in the future on the following five streets, identified by the College Area Community Council (see Figure 12). These streets should be the subjects of future studies by the

City to determine what measures should be taken to help reduce congestion and maintain safe conditions.

a. 63rd Street between Montezuma Road and El Cajon Boulevard

b. College Avenue between Interstate 8 and El Cajon Boulevard

c. Montezuma Road between College Avenue and 55th Street

d. Alvarado Road between 70th Street and College Avenue

e. Yerba Santa Drive between Montezuma Road and Mesquite Road (parking restrictions)

9. The feasibility of a system of one-way pairs on the streets indicated on Figure 12, in the blocks between El Cajon Boulevard and Madison Avenue could be studied as the result of a petition process by property owners along the affected streets. These residential streets are narrow but serve as connectors between neighborhoods and El Cajon Boulevard. A system of one-way pairs could reduce traffic and improve safety on these streets. However, any such one-way pair system must be the result of a petition process by property owners along the affected streets.

    a. 55th Street and 56th Street

    b. El Cerrito Drive and 58th Street

    c. Alice Street and 59th Street

10. All interstate and regional state routes in the San Diego region, especially Interstate 15 and State Route 52, should be completed or improved to fully implement the regional highway system. By completing this regional system, traffic will flow at an optimum balance into and out of local communities.

11. A series of circulation improvements should be provided as part of the implementation program for the College Community Redevelopment Project, as demand is created by new development. This includes widening 55th Street to a four-lane collector between Montezuma Road and Hardy Avenue. This widening will make the road width consistent with the 55th Street widening between Hardy Avenue and Remington Road which is being done as part of the university's student activity enter development.

12. The feasibility of Waring Road running along the south side of Interstate 8 (beginning at the existing Interstate 8/Waring Road interchange) and connecting to Canyon Crest Drive should be studied. This connection may offer relief for some of the congestion at the Interstate 8/College Avenue interchange. The study could be accomplished as part of an evaluation of an LRT line along Interstate 8, as an element of an environmental analysis, or as part of any future City review of the College Area circulation system.

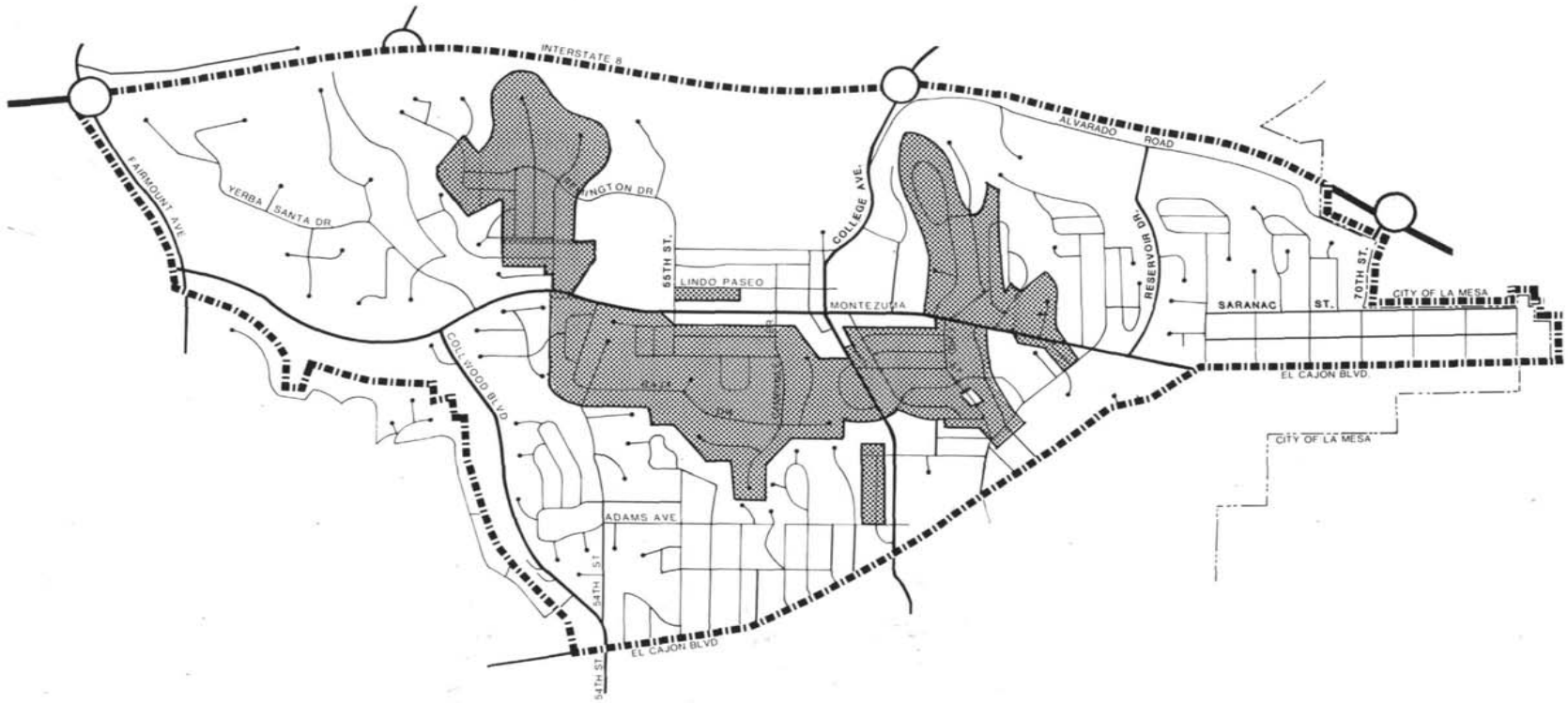
Existing Conditions: Parking

In 1986 the university sold approximately 24,000 parking stickers, approximately 20,000 to students. This indicates that at least 56 percent of the student body has an automobile. The actual figure may be higher since purchase of a sticker indicates only the number of student parking on campus, not the number who have cars. Because there is a large daily influx of students commuting to the university which has a shortage of on-site parking (12,000 spaces for 24,000 cars), streets in the community are forced to provide parking for more than just residents of those streets. Many residents thus find themselves without a place for themselves or visitors to park. This situation is exacerbated by single-family homeowners who convert garages for storage or extra living space thereby further reducing the amount of off-street parking.

Another factor affecting parking is the use of single-family houses as living quarters by groups of students, many of whom have automobiles. Since most single-family houses are designed for families who generally have no more than two automobiles, the use of a house by four, five, or six student residents each of whom may have a car, forces more cars to be parked on the street than if the house were occupied by a single-family. This same situation applies to multifamily housing, where current regulations require each two-bedroom unit to provide 1.6 off-street parking spaces, but that unit may be occupied by several auto-owning residents.

As a result of this situation, the Area B Parking District has been implemented in the community in an effort to reserve on-street parking for neighborhood residents. Within this District (see Figure 13), cars parked on the streets during the day must display a sticker which identifies them as belonging to neighborhood residents. Neighborhood residents include renters as well as homeowners. Students, as renters, living in these neighborhoods, are eligible for parking sticker. Each residential unit within Area B may be issued up to four parking stickers.

Parking at fraternity and sorority houses is also a problem. Since most of the houses are located on single-family sized lots, it has been difficult in the past for fraternities and sororities to maintain the off-street parking levels recommend by outdated Conditional Use Permit guidelines. Parking therefore occurs in front yards, back yards, and along the entire length of the streets in the area. The result is fraternity and sorority houses completely surrounded by automobiles.



AREA B PARKING DISTRICT - 1988

COLLEGE AREA COMMUNITY PLAN

CITY OF SAN DIEGO • PLANNING DEPARTMENT

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FIGURE 13

Recommendations: Parking

The Planning Department has undertaken a citywide parking study to determine the appropriateness of current parking standards. Recommendations for revising existing requirements are being formulated as the study progresses. Citywide application of the requirements is recommended; however, the actual parking ratios required will be a reflection of the type and location of each project. Surveys will be conducted to determine the need for community-specific variations which are not already accounted for in the proposed requirements. It is anticipated that campus communities will have a higher rate of auto ownership than the citywide average. The survey may determine that parking availability in such areas is more a function of parking management rather than parking supply. It is expected that the proposed revisions to the citywide multifamily parking requirements will be adopted prior to adoption of the College Area Community Plan.

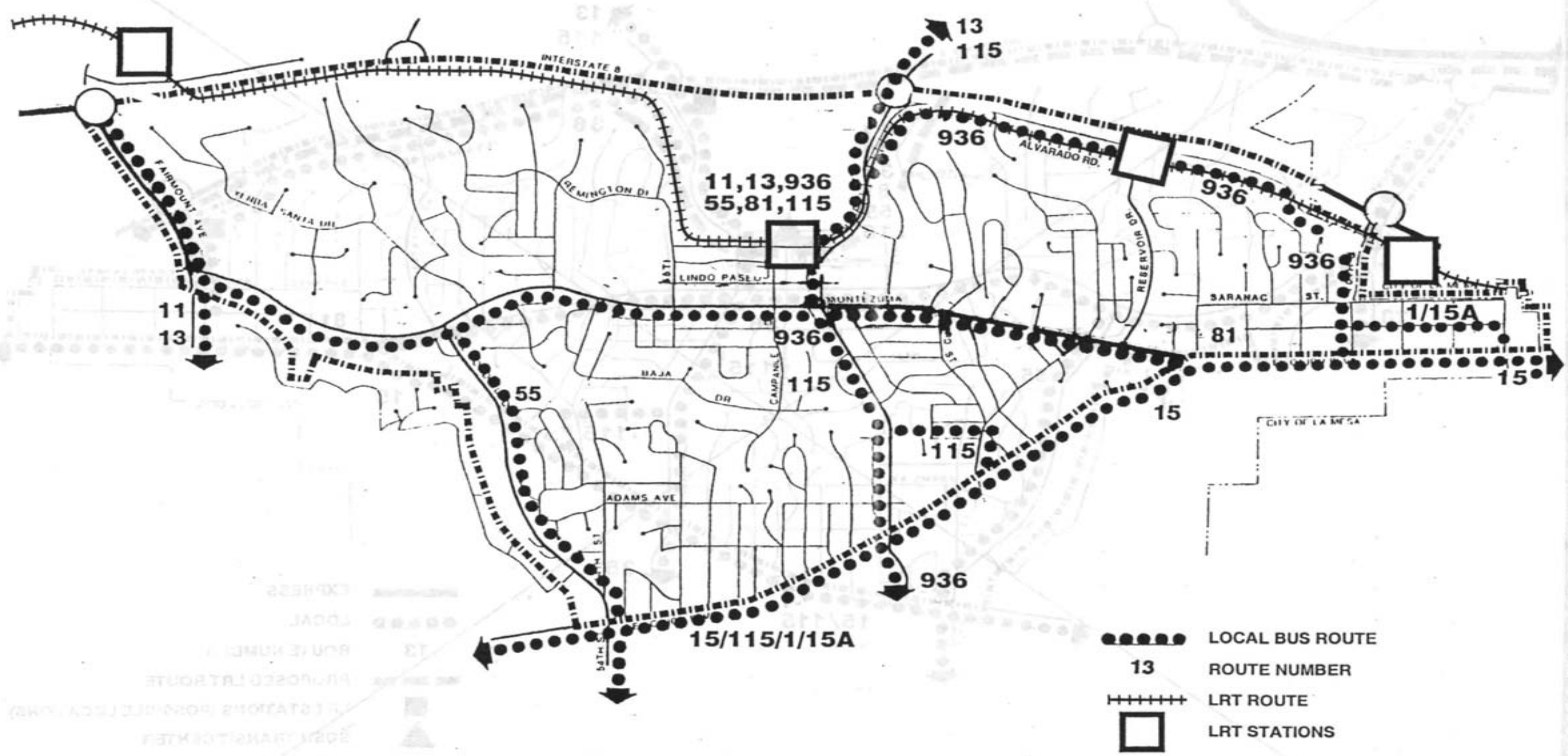
1. Implement the parking regulations for commercial projects along El Cajon Boulevard (see Commercial Element).

2. Implement the off-street parking recommendations for fraternity and sorority house Conditional Use Permits as outlined in the San Diego State University Element recommendations.

Existing Conditions: Public Transportation

The community is presently served by the bus routes shown in Figure 14. In November of 1986 the San Diego State University Transit Center began operation as a regional transit station providing a connection to the transit system. The center is located at Hardy Avenue and Campanile Drive at the southern boundary of the campus in a central part of the community.

Due to the high commuter activity in the community, transit service is a very important factor in the transportation system. There are greater numbers of automobiles coming into the community than there are available parking spaces; therefore, increased transit use is an important solution to traffic and parking congestion. Residents of the community believe that the primary improvement to the mass transit system should be decreased travel time from the community to regional employment and shopping centers and to areas of the City which house concentrations of students. This improvement would involve an increase number of commuter routes serving the community and increased frequency of service on old routes. The Metropolitan Transit Development Board is continually seeking to improve service by adding additional routes, extending time of service during each day, improving weekend service, extending routes to serve more areas, and improving frequency of service.



TRANSIT NETWORK

COLLEGE AREA COMMUNITY PLAN

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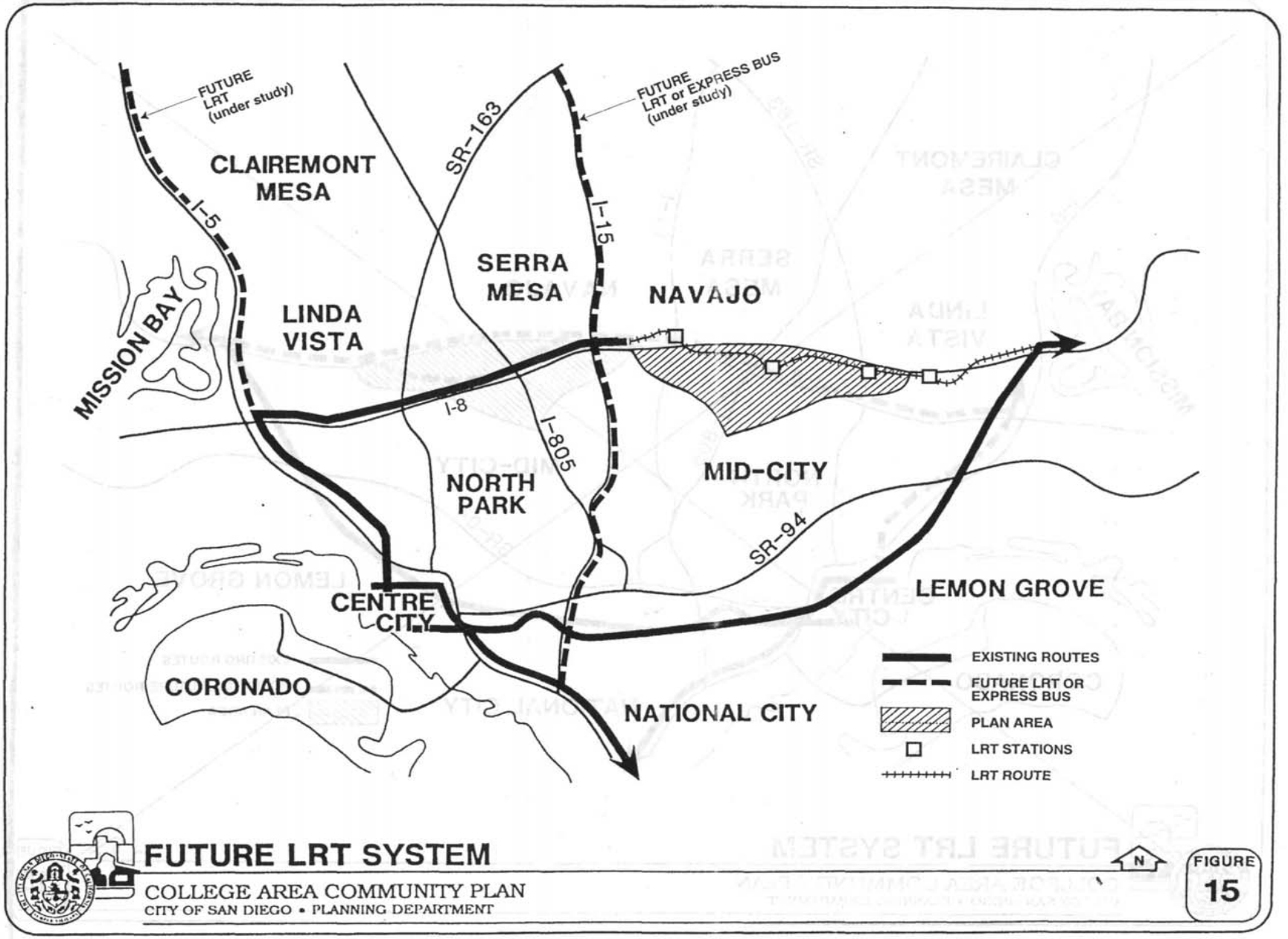
FIGURE 14

JYI - MAC-COLLEGE LRT/COLL LRTFIG14



FUTURE LRT SYSTEM

COLLEGE AREA COMMUNITY PLAN
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FIGURE 15

JYL: MAC-COLLEGE LRT/COLL LRTFIG15

Future transit needs will also be met by the expansion of the LRT system. Construction has begun on the Mission Valley Light Rail Transit (LRT) line, which is projected to open in 2004. The adopted routing of this line in the San Diego State University area is shown in Figure 15. The LRT will include an underground station directly below the San Diego State University Aztec Walk between Campanile Drive and College Avenue. Buses travel one-way eastbound directly above the underground LRT station. A small kiss-and-ride will be provided on Campanile Drive. East of the university, there will be stations on Alvarado Road at Reservoir Drive and at 70th Street in the City of La Mesa. This line will provide a rapid link between the community and the employment and retail opportunities of Mission Valley, East County, and downtown San Diego. The line will extend east to Grossmont Center where it will connect to the East Line which connects East County to downtown (see Figure 15).

Recommendations: Public Transportation

1. Expand express commuter service between the community and business centers in downtown, Kearny Mesa, Sorrento Valley, University City, and student housing centers in the beach area, Greater North Park and the Navajo communities. This expansion should include the addition of new routes as well as increased frequency of service on existing routes.

2. The university should systematically inform students of the opportunities offered by the transit system including the routes of buses equipped with bike racks and regulations regarding bikes on the LRT. The university should provide financial or other incentives to students and employees to use the transit system, such as subsidizing monthly bus passes.

3. The university and the Metropolitan Transit Development Board should coordinate efforts to provide new bus service and the expansion of existing service to optimally serve the university. Routing to areas of concentrations of student residence, scheduling to provide maximum frequency of service during student and university employee peak travel hours, and close monitoring of the system to assure a continuing high level of service should be a part of this joint effort.

4. Bus shelters should be installed throughout the community.

5. Develop a "special event" transit system which provides service both to Cox Arena and between the university and other popular regional destinations. This should be a joint effort between the university and the Metropolitan Transit Development Board. Its use would occur only at specific times for specific events and should not be in operation on an everyday basis.

6. Any new development or redevelopment along the LRT route should be coordinated with the LRT expansion to ensure the reservation of needed right-of-way and station locations.

Existing Conditions: Bicycles

Bicycles play an important role in the transportation system of this community. Bicycles are inexpensive to operate, require less space to operate and to park than automobiles, and are non-polluting vehicles. Finally, because bicycles provide exercise and recreational benefits, they are an ideal form of transportation.

Bicycle facilities in the community consist of Class II and Class III facilities (see Figure 16). The designated bicycle routes (Figure 17) follow major streets, but undesignated local streets are also used extensively by bicyclists. The university encourages students to use bicycles and currently provides bicycle parking facilities throughout the campus. However, the university needs to provide more racks and lockers (which can be used for storage of books, jackets, backpacks, etc.) to encourage an increase in bicycle use.

Recommendations: Bicycles

1. Implement the City wide bicycle program by completing the proposed bicycle facilities shown on Figure 17:

    a. Class II lane along College Avenue

    b. Class II lane along El Cajon Boulevard, east from College Avenue

    c. Class III route along Alvarado Road from College Avenue to 70th Street

    d. Class II lane along 70th Street between Alvarado Road and Montezuma Road

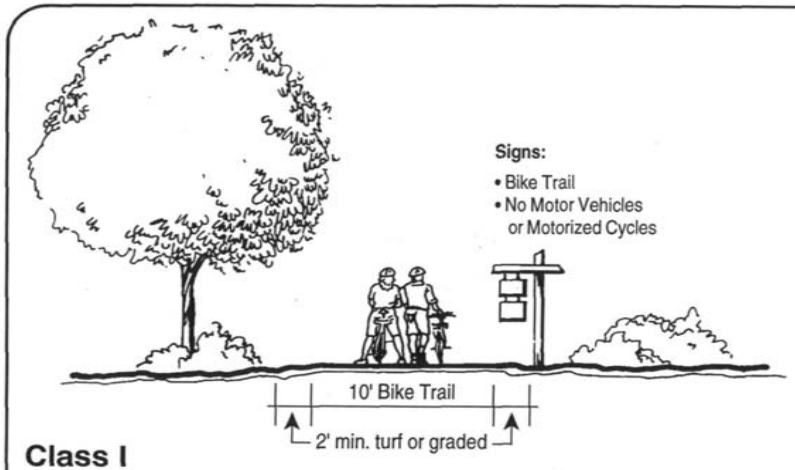
    e. Class III route on Remington Drive west to Dover Drive

    f. Class III route along the Plaza Drive right-of-way between College Avenue and 55th Street

    g. Class III route on Monroe Street, west of Collwood Boulevard

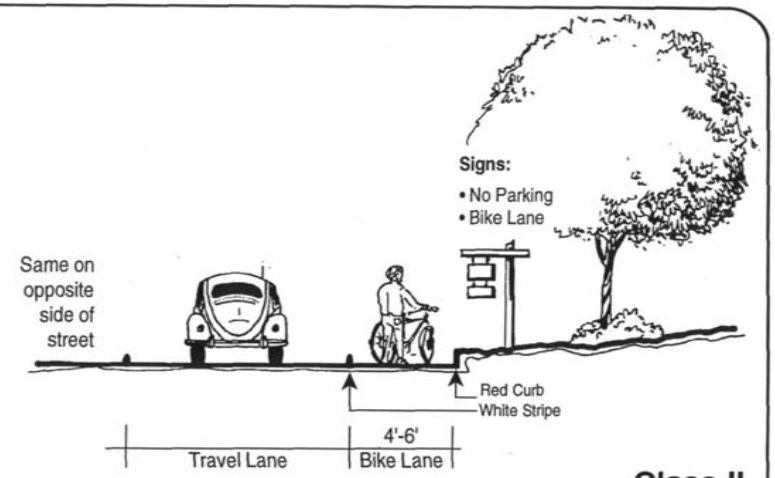
2. Clearly mark all bicycle facilities with signs in conformance with City bicycle facility signs.

3. As part of future street improvements, upgrade Class III routes to Class II lanes on Montezuma Road and Collwood Boulevard. Both streets are major streets and should have restricted right-of-way bike lanes (see Figure 17).



Class I
(Typical location–open space)

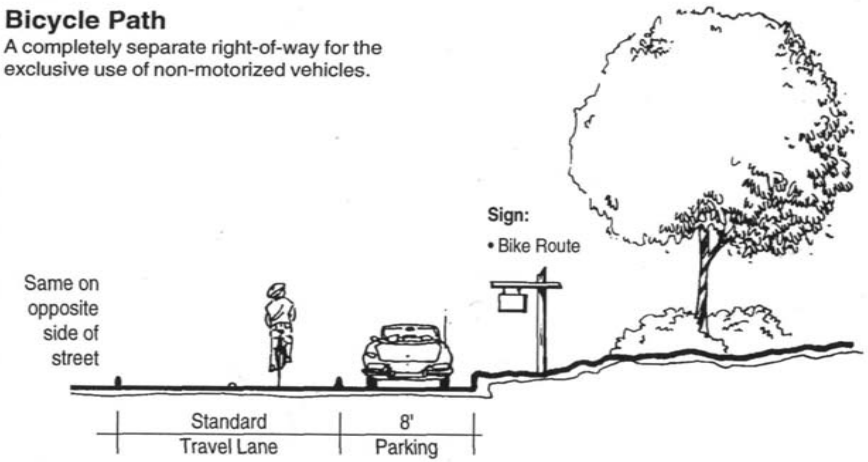
Bicycle Path
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



Class II
(Typical location–major street)

Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.

The dimensions illustrated on this page are subject to change.



Class III
(Typical location–neighborhood street)

Bicycle Route
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

BICYCLE FACILITIES CLASSIFICATIONS

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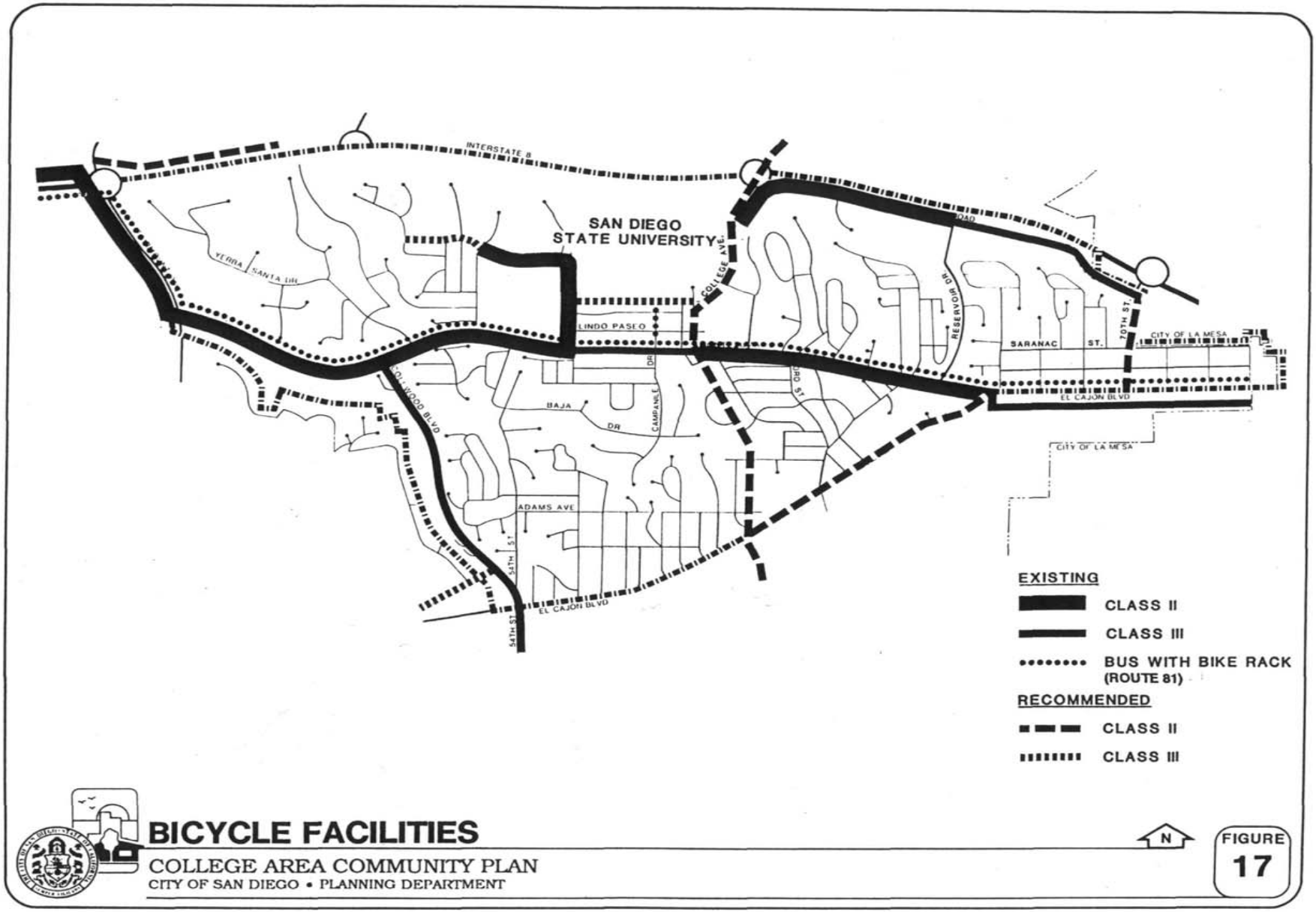
FIGURE 16



BICYCLE FACILITIES

COLLEGE AREA COMMUNITY PLAN

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FIGURE 17

4. As part of all new commercial and multifamily residential development projects, require bicycle parking facilities.

5. Provide bicycle parking facilities at the San Diego State University Transit Center.

6. The university should improve bicycle facilities by implementing the following:

    a. Increase the number and location of bicycle racks and lockers.

    b. Clearly mark bicycle routes on the campus and separate bicycle routes from pedestrian routes.

    c. Indicate bicycle parking areas by providing signs at campus entrances directing cyclists to parking areas and by marking parking areas with signs.

Existing Conditions: Pedestrian Facilities

As in most older urbanized communities in the City, the public sidewalk system has been fully developed with sidewalks along both sides of most streets. This system serves the entire community with the exception of the university which has its own internal pedestrian circulation system. This internal system includes three pedestrian bridges across College Avenue.

Because the community is relatively small, and due to the difficulty of using automobiles for local trips, pedestrian traffic in the community is high. Ease and safety of pedestrian circulation is, therefore, important to the community and an important factor in reducing the use of the automobile.

Recommendations: Pedestrian Facilities

1. Complete missing portions of sidewalks shown on Figure 18. New sidewalks should be contiguous to the curb and should conform in width to the sidewalks to which they connect.

    a. 63rd Street between El Cajon Boulevard and Catoctin Drive.

    b. Montezuma Road between 54th and Collwood Boulevard.

    c. Alvarado Road from College Avenue to Alvarado Court.

2. Analyze the need for enhancement of pedestrian crossing areas at the major intersections shown on Figure 18. The Engineering and Development Department, the Planning Department and the community should determine which intersections warrant such improvements according to established City policies, and what improvement would be possible at those intersections.

3. Provide lighting along the heavily used pedestrian routes listed and shown on Figure 18. Any lighting levels above those established in Council Policy 600-4 would have to be constructed and maintained by a maintenance district.

    a. 54th Street, south of Montezuma Road.

    b. Montezuma Road, from 54th Street to College Avenue.

    c. 55th Street, from Dorothy Drive to the northern terminus of 55th Street.

    d. Plaza Drive right-of-way, from 55th Street to College Avenue (university property).

    e. Campanile Drive, south of Montezuma Road.

    f. East Campus Drive connecting College Avenue and Montezuma Road, northeast of the College Avenue-Montezuma Road intersection (university property).

    g. 63rd Street, between Montezuma Road and El Cajon Boulevard.

    h. Catoctin Drive, from Alvarado Road to 63rd Street.

    i. Reservoir Drive, north of Montezuma Road.

    j. Alvarado Road, from Alvarado Court to College Avenue.

4. Lighting should be provided at all bus stops.

COMMERCIAL

Existing Conditions

Existing commercial development in the community is located in three different areas: strip commercial development along El Cajon Boulevard, the major commercial area in the community; small-scale, student-oriented retail development along College Avenue, north of Montezuma Road; and medical offices along Alvarado Road, east and west of Reservoir Drive (see Figure 19). With the exception of the medical offices which are newer development projects specifically oriented around Alvarado Hospital, commercial development is generally older, auto-oriented, strip development interspersed with newer, small-scale auto-oriented shopping centers. Landscaping and off-street parking are minimal, structures are one or two stories tall with no continuity of architectural style.